

09/806824

JCO8 Rec'd PCT/PTO 05 APR 2001
PATENT
0656-0248P

IN THE U.S. PATENT AND TRADEMARK OFFICE

Applicant: GERRESHEIM, Manfred et al Conf.:
Int'l. Appl. No.: PCT/EP00/06919
Appl. No.: NEW Group:
Filed: April 5, 2001 Examiner:
For: A VEHICLE TYRE HAVING A PROFILED
TREAD

PRELIMINARY AMENDMENT

BOX PATENT APPLICATION

Assistant Commissioner for Patents
Washington, DC 20231

April 5, 2001

Sir:

The following Preliminary Amendments and Remarks are respectfully submitted in connection with the above-identified application.

In the Claims:

Please amend the claims as follows:

6. (Amended) A vehicle tyre in accordance with claim 1, characterized in that the tread block edges running out of the tyre contact patch are formed analogously to the entry edges.
9. (Amended) A vehicle tyre in accordance with claim 1, characterized in that the tread block plateau disposed between the entry side and exit side lowerings amounts to approximately 20% to 80% and preferably about 30% to 50%

approximately 20% to 80% and preferably about 30% to 50% of the block length.

10. (Amended) A vehicle tyre in accordance with claim 1, characterized in that the tread block plateau (3) between the start of the entry side and exit side lowering is rectangular or trapezium-shaped in plan view.
11. (Amended) A vehicle tyre in accordance with claim 1, characterized in that the steepness of the entry side and/or exit side tread block boundary surface (6) differs over their width.
12. (Amended) A vehicle tyre in accordance with claim 1, characterized in that the depth of the grooves (7) which separate the tread blocks(1) from one another in the circumferential direction of the tyre differs in a pre-determinable repetition sequence.
14. (Amended) A vehicle tyre, in particular in accordance with claim 1, characterized in that the groove angle in the tread entry is disposed in the range between 15' and 25' and the tread run-out angle is disposed in the range from 0' to 13'.

REMARKS

The claims have been amended to delete the multiple dependencies in order to place the application into better form prior to examination.

Entry of the above amendments is earnestly solicited. An early and favorable first action on the merits is earnestly solicited.

Attached hereto is a marked up copy of the changes made to the application by this amendment.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 02-2448 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17; particularly, extension of time fees.

Respectfully submitted,

BIRCH, STEWART, KOLASCH & BIRCH, LLP

By 

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Attachments

(Rev. 03/27/01)

VERSION WITH MARKINGS TO SHOW CHANGES MADE

In the Claims:

The claims have been amended as follows:

6. (Amendment) A vehicle tyre in accordance with [one of the preceding claims] claim 1, characterized in that the tread block edges running out of the tyre contact patch are formed analogously to the entry edges.
9. (Amendment) A vehicle tyre in accordance with [one of the preceding claims] claim 1, characterized in that the tread block plateau disposed between the entry side and exit side lowerings amounts to approximately 20% to 80% and preferably about 30% to 50% of the block length.
10. (Amendment) A vehicle tyre in accordance with [one of the preceding claims] claim 1, characterized in that the tread block plateau (3) between the start of the entry side and exit side lowering is rectangular or trapezium-shaped in plan view.
11. (Amendment) A vehicle tyre in accordance with [one of the preceding claims] claim 1, characterized in that the steepness

of the entry side and/or exit side tread block boundary surface (6) differs over their width.

12. (Amendment) A vehicle tyre in accordance with [one of the preceding claims] claim 1, characterized in that the depth of the grooves (7) which separate the tread blocks (1) from one another in the circumferential direction of the tyre differs in a pre-determinable repetition sequence.

14. (Amendment) A vehicle tyre, in particular in accordance with [one of the preceding claims] claim 1, characterized in that the groove angle in the tread entry is disposed in the range between 15' and 25' and the tread run-out angle is disposed in the range from 0' to 13'.